



# Girona & Salt

Rapid Bus Corridor  
(BRCAT)



Funded by  
the European Union

“ This action is part of “the Government of the Generalitat’s policies to decarbonize mobility and encourage the use of public transport,” promoting more competitive bus services and facilitating mobility on foot and by bicycle. ”

Minister Sílvia Paneque

### Construction of the Rapid Bus Corridor (BRCAT) Between Girona and Salt Completed

- ▶ The project has included the construction of a **dedicated bus lane in each direction and a bidirectional bike lane** to support everyday mobility between the two municipalities, as well as improvements to traffic safety and pedestrian accessibility.
- ▶ The works had a **budget of €5.5 million**, financed through European MRR funds.
- ▶ With the new infrastructure, new services, improved routes and new vehicles for lines L9, L3 and L4 came into operation in November of 2025, delivering faster, more reliable and more sustainable journeys.





## Scope of the Works

The works have focused on three areas along **3.5 kilometres** and have included the construction of a dedicated bus lane in each direction and a bidirectional bike lane to encourage everyday mobility between the two municipalities. They have also delivered improvements to traffic flow and safety, as well as pedestrian mobility and accessibility.



Figure 1: Reconfiguration of a section of Passeig dels Països Catalans; on the left, previous situation, on the right, the new one.

### Specifically, the works have included:

- ▶ Construction of a bus lane in each direction along the corridor formed by **Passeig dels Països Catalans** and **Passeig d'Olot**, between **Plaça Mercè Rodoreda** in Salt and the **Pont del Dimoni roundabout** in Girona.
- ▶ Implementation of improvements to support smoother and safer traffic flow, including two new signal-controlled roundabouts at **Marquès de Camps** and **Josep Irla** in Salt; the removal of left turns; and the simplification of traffic-light phases along the entire corridor.
- ▶ Work improvements to **Avinguda de Sant Narcís** in Girona to make it easier and more efficient for buses to pass through a curved section.
- ▶ Integral renovation of **Plaça Joan Brossa** as the terminal for lines L3 and L4, optimizing their routes and improving accessibility and distribution of users toward Girona city centre and the train station.
- ▶ Installation of a **bidirectional bike lane** along the entire corridor.
- ▶ Improvements for pedestrian mobility, such as widening sidewalks, creating new pedestrian crossings and increasing pedestrian areas, especially around **Espai Jove** in Salt and **Plaça Joan Brossa** in Girona.

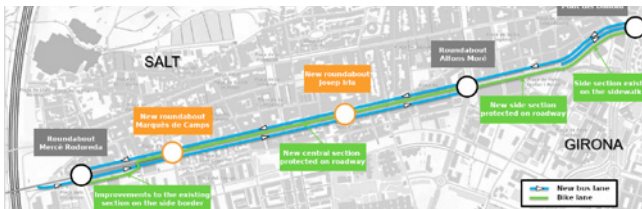


Figure 2: Map with the distribution of the actions implemented.



# Transforming Mobility – Service Improvements

This new infrastructure, together with other measures, will help transform mobility and the provision of public transport services in the area.

## Key service upgrades enabled by the BRCAT corridor:

- ▶ **High-frequency service:** A bus every **3.5 minutes** along the corridor (L3+L4+L9); L9-BRCAT every **15 minutes per direction** throughout the day from Monday to Friday (improved from every 30 minutes), and every **30 minutes per direction** on Saturdays (improved from every 60 minutes).
- ▶ **Faster journeys:** Average travel time savings of **6 minutes**.
- ▶ **Stronger trunk line:** L9-BRCAT becomes the main corridor service connecting Salt with the University of Girona.
- ▶ **Improved network efficiency:** Optimized routes and reliability for lines **L3 and L4**.
- ▶ **Expanded coverage:** Better access to the University, Hospital and major commercial areas.
- ▶ **Better intermodality:** Seamless transfers at **Plaça Joan Brossa**, just **100 metres** from rail station (High Speed Train and regional trains) and interurban bus services.
- ▶ **Safer and more direct routes:** Line **L4** redesigned in the Massana area for improved safety, speed, and access to major commercial areas, with continued service to cultural and tourist places.
- ▶ **Electrification of L9-BRCAT**, with fully electric zero-emission vehicles.
- ▶ **Improvements to bus stops and shelters**, enhancing comfort and accessibility.

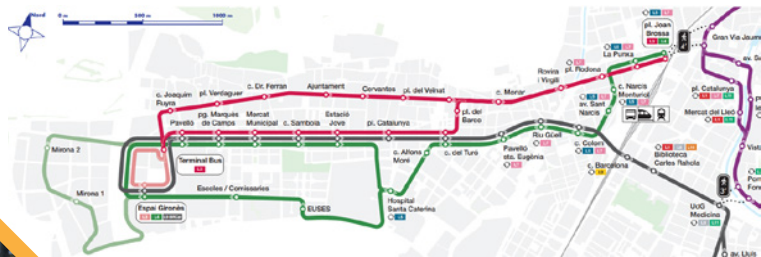


Figure 3: New routes of L3, L4 and L9-BRCAT.



# Zero-Emission Fleet and Passenger Experience

The corridor introduces a new fleet of electric buses:

- ▶ 4 electric buses for L9-BRCAT
- ▶ 1 electric bus for L3
- ▶ 1 electric bus for L4

Vehicle features include:

- ▶ Capacity for 84 passengers and 2 wheelchair spaces per vehicle.
- ▶ USB charging ports at all seats and in standing areas.
- ▶ Interior screens with real-time passenger information.
- ▶ Acoustic announcements for visually impaired users.



“ These vehicles deliver quieter, cleaner, and more comfortable journeys, improving the overall passenger experience.

”



## Environmental Benefits

A conventional urban bus travels around 45,000 km per year, consuming approximately 21,000 litres of diesel and emitting about:

- ▶ 79.7 tonnes of CO<sub>2</sub>
- ▶ 219 kg of NO<sub>x</sub>
- ▶ 5.4 kg of PM10 particles

VS

With four electric buses on L9-BRCAT alone, the project annually saves:

- ▶ 84,000 litres of diesel
- ▶ 318.9 tonnes of CO<sub>2</sub>
- ▶ 877.5 kg of NO<sub>x</sub>
- ▶ 21.6 kg of PM10 particles

This represents a significant contribution to cleaner air, lower emissions, and healthier urban environments.



## Growing Public Transport Use



Recent demand data confirm that the launch of BRCAT has generated **new and sustained ridership growth** across the Girona–Salt corridor.

- ▶ **L9-BRCAT:** Service increased by **+50%**, leading to weekday demand rising from **1,500–2,000** passengers/day to **2,700–3,300+**, effectively **doubling ridership**.
- ▶ **L4:** Route adjustment (no service increase) generated demand growth of up to **+8.3%** within three weeks.
- ▶ **L3:** Demand remains **stable**, with no loss of passengers, confirming no loss of passengers on other lines.
- ▶ Corridor-wide impact: **Overall demand growing by around +7% per week after launch, projecting +400,000 additional passengers per year on a corridor already carrying over 3 million trips annually.**

These results demonstrate that improved service quality and frequency **create new public transport users**, rather than redistributing existing ones.

The corridor is one of **six BRCAT projects** forming the first phase of a wider rapid bus corridor network being deployed in highly congested metropolitan areas to promote public transport use and reduce dependence on private vehicles.



**Generalitat de Catalunya**  
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